

[002] This application is a national stage completion of PCT/EP2003/014288 filed December 16, 2003 which claims priority from German Application Serial No. 102 59 878.9 filed December 20, 2002.

[003] FIELD OF THE INVENTION

[004] The present invention concerns a ~~braking~~ brake system for electrically-driven motor vehicles ~~in accordance with the preamble of patent claim 1. Furthermore, the invention concerns~~ and a method for operating a ~~braking~~ brake system for electrically-driven motor vehicles.

[005] BACKGROUND OF THE INVENTION

[013] SUMMARY OF THE INVENTION

[017] BRIEF DESCRIPTION OF THE DRAWING

[018] The invention is ~~explained in greater detail below on the basis of the appended figures, wherein~~ will now be described, by way of example, with reference to the accompanying drawing in which:

[021] DETAILED DESCRIPTION OF THE INVENTION

1-12. (CANCELED)

13. (NEW) A brake system for an electrically driven motor vehicle with at least one electrically actuated service brake (5) and at least one motor brake of an electric motor (2), the electrically actuated service brake (5) being controlled as a function of braking action of the motor brake and a specification of a driver, and the braking action of the motor brake is evaluated on a basis of information from a position/rotational speed sensor (8) of the motor brake.

14. (NEW) The brake system according to claim 13, wherein a control unit (7) of the electrically actuated service brake (5) is directly incorporated into one of a motor vehicle control unit or a motor control unit (6).

15. (NEW) The brake system according to claim 13, wherein a control unit (7) of the electrically actuated service brake (5) is directly incorporated into a motor control unit (6), and the motor control unit (6) and the brake control unit (7) are spatially integrated into one apparatus.

16. (NEW) The brake system according to claim 13, wherein a control unit (7) of the electrically actuated service brake (5) is directly incorporated into a motor control unit (6), and the motor control unit (6) and the brake control unit (7) are connected with each other through a bus system.

17. (NEW) The brake system according to claim 13, wherein a characteristic curve between one of a pedal force or a pedal path and a braking force can be influenced in the control unit (7).

18. (NEW) The brake system according to claim 13, wherein one of a mechanical braking system, a hydraulic emergency braking system or an emergency actuation system is incorporated into the braking system as an underlying unit.

19. (NEW) The brake system according to claim 13, wherein the electrically actuated service brake (5) additionally functions as a parking brake.

20. (NEW) The brake system according to claim 13, wherein actuators actuating electromagnetically, through one of an electric motor and piezo-electrically devices, can be used as braking actuators for the electrically actuated service brake (5).

21. (NEW) The brake system according to claim 13, wherein the position/rotational speed sensor (8) is used for each electric motor (2) whose information is forwarded to one or a brake management unit or the brake control unit (7) for evaluation of the braking action, and the electrically actuated service brake (5) is controlled as a

function of the braking action of the electric motor (2) or the electric motors ascertained by the brake control unit (7) and a specification on the part of the driver input through an activation of a brake pedal (9) or a brake lever.

22. (NEW) The brake system according to claim 13, wherein a braking force assumes, time-controlled or event-controlled, a specified value in an event of a drop in electric energy.

23. (NEW) The brake system according to claim 13, wherein the parking brake engages without current is bled with current while the service brake acts in one of a same manner or is also bled without current and engages with current.